

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claims 1-18 Cancelled

19. (Currently Amended) Method of detecting tire growth of the dynamic tire circumference, wherein

- at least one reference value Ref is produced on the basis of wheel speed information,
- the time variation of the at least one reference value is examined, and
- tire growth is detected on the basis of said variation,

wherein the tire growth is individually examined in predetermined speed ranges, and
wherein the detected tire growth is stored in an electronic control unit.

Claim 20 Cancelled

21. (Previously Presented) Method as claimed in claim 19

wherein the reference values produced are compared with acquired learned values, learned values for predetermined speed intervals are learned individually, and tire growth is detected based on the comparison.

Claim 22 Cancelled

23. (Previously Presented) Method as claimed in claim 21,

wherein it is considered in a first, low speed interval whether tire growth has already occurred in a second interval of higher speed.

24. (Previously Presented) Method as claimed in claim 19,

wherein in the case that the vehicle is in a predetermined speed interval for longer than a predetermined time, it is assumed that the tire growth in this interval is completed.

25. (Previously Presented) Method of detecting tire air pressure loss as claimed in claim 19, wherein one or more current reference values are compared with one or more learned values, and tire pressure loss is concluded in dependence on the deviation of the one or more reference values on the one or more learned values.
26. (Previously Presented) Method as claimed in claim 25, wherein the pressure loss detection system is deactivated while tire growth takes place or is detected.
27. (Previously Presented) Method as claimed in claim 25, wherein the sign of the rotational speed variation of the examined wheel is evaluated for making a distinction between pressure loss and tire growth.
28. (Previously Presented) Method as claimed in claim 27, wherein the first derivative of $\text{Ref}(t)$ and the absolute rate of the deviation from the learned value is examined for making a distinction between pressure loss and tire growth.
29. (Previously Presented) Method as claimed in claim 19 wherein for determining a mounting position of the wheel displaying tire growth
- a comparison is made of the variation of or the deviations from learned values between at least two differently determined reference values,
and the differently determined reference values differ from each other in that they represent at least two of diagonal relations, side relations and axle relations.
30. (Previously Presented) Method as claimed in claim 29, wherein tire growth is concluded when the at least two reference values independently of each other allow detecting tire growth, which is possible by examining and comparing the sign of the observed variations of reference values.

31. (Previously Presented) Method as claimed in claim 19

wherein the deviation between a reference value and a learned value for this reference value is examined, and a probability value is raised when this deviation of a first threshold value DDS_FOR_GROW is exceeded.

32. (Previously Presented) Method as claimed in claim 29,

wherein the probability value has a probability threshold COUNT_GR, the exceeding of which signals that tire growth prevails, and the degree of probability indicated by the probability counter depends on how frequently the threshold value DDS_FOR_GROW was exceeded during a defined period of time.

33. (Previously Presented) Method as claimed in claim 31,

wherein the probability value is raised only when one or more of the additional conditions

- signal quality of the reference values,
- quality of the roadway condition or
- road section covered within a predetermined range is/are satisfied in addition.

34. (Previously Presented) Method as claimed in claim 19,

wherein tire growth is not concluded in the case that one or more reference values exceed a threshold value DDS_MAX_GROW.

35. (Previously Presented) Method as claimed in claim 19,

wherein the method of detecting new tires is reset into an initial condition when a tire change reset signal is detected.

36. (Previously Presented) Method as claimed in claim 35,

wherein if growth of a new tire is detected, an indirect pressure loss detection system (DDS) operating on the basis of the wheel speeds is reset into an initial condition (DDS-Reset).

37. (Previously Presented) Method as claimed in claim 19,

wherein said reference value Ref represents a sidewise relation of the motor vehicle wheels.

38. (Previously Presented) Method as claimed in claim 19,
wherein said reference value Ref represents a crosswise relation of the motor vehicle wheels.
39. (Previously Presented) Method as claimed in claim 19,
wherein said reference value Ref represents an axlewise relation of the motor vehicle wheels.
40. (New) Method as claimed in claim 19,
wherein the electronic control unit utilizes the detected tire growth in a tire pressure loss detection system.